

## ROAD TO MOUNT VERNON NOW IN GOOD CONDITION

First Motor Highway From Washington—Post Card Map of Route to Be Issued.

The American Automobile Association—District of Columbia Club—is authority for the statement that a first-class motor highway now exists between the National Capital and Mount Vernon.

Local motorists desirous to make this trip for their own pleasure, and those who wish to utilize the modern transportation methods to take visiting friends to view the resting place of the father of his country, will welcome the news that an automobile trip to Mount Vernon can now be made comfortably. Following its usual custom of minutely charting the roads to places of unusual interest, the District Club will shortly issue a post-card map of the Washington-Mount Vernon route. This, like the one issued about a year ago, will be so arranged as to make it impossible for a person to go wrong on the road, and when completed will be mailed gratis to members of the club. A detail post-card map of the route from the National Capital to Annapolis, via Upper Marlboro, is now in process of production by G. Seiler, the club's special draftsman. This is being produced as the result of considerable demand for the chart by the United States Naval Academy, especially as there is now a tourable short route. Members of the club who receive this map also free when completed.

## BIDS GIVEN TO IMPROVE CHOPAWAMSC SWAMP

Funds Are Still Needed, for Washington's Contribution Has Not Yet Been Raised.

Chopawamsic swamp, on the Washington-Richmond highway, that has long been a barrier to automobile travel between the two capitals, will pass out of existence before the new year arrives, if the expectations of the A. A. District of Columbia Club are realized.

Bids for the regeneration of the swamp land are now in the hands of the Virginia state highway commission.

Much of the agitation for an improved Washington-Richmond highway has been carried on by the A. A. District of Columbia Club. Not only did the local club subscribe liberally to the fund for the road's construction, but it has worked untiringly to raise a Washington contribution to the work.

The National Capital was expected to contribute \$4,870 to the general fund. Less than half that sum has been collected. Officials of the motor club report. In addition to contributing \$100 in cash to the fund, the club has expended more than \$500 for clerk hire, stationery, postage, etc., in its efforts to obtain subscriptions. Satisfactory evidence of the importance of the propaganda, its why and wherefore, and asked for a small contribution.

Club officials express the belief that many persons have refrained from subscribing, awaiting the moment when they would be sure that the plans to build the road would succeed. Now that a contract for the work is about to be awarded the committee in charge of the local fund is hopeful that those who have hesitated will recognize the importance of "doing it now."

## TRIP COVERS 1,000 MILES.

Mr. and Mrs. B. Frank Wright and Miss Mamie Bishop Return.

Mr. and Mrs. B. Frank Wright of 1232 Vermont avenue returned a few days ago from a thousand-mile motor trip in their big Buick "six" touring car. Mrs. Wright, accompanied by Miss Mamie Bishop, left Washington Thursday morning, August 17, as the sun was peeping up over the eastern hills and toward Stamford, Conn., where they were joined by Mr. Wright, who had been at Dr. Oliver's sanitarium for three months because of a nervous breakdown.

The trip was made via Baltimore, Philadelphia, Trenton, Newark and New York over the Lincoln highway, stopping over night at Newark. From New York the beautiful Boston Post road was followed for about a hundred miles along the Connecticut coast. The return trip was made across Staten Island, via Long Branch, to Ocean Grove, where a stop-off was made at the summer home of Mrs. Lucy R. Wright. The bright trip from Ocean Grove was by way of the King's Highway road and Wilmington ferry. The trip was a most successful one, without accident or delay.

## Touring to Atlantic City.

Mr. and Mrs. C. C. Schroth left yesterday in their Reo touring car to spend the week end at Atlantic City, returning tomorrow. They will motor via Wilmington and Penna Grove, N. J. They will have as their guests Mrs. Schroth's father and mother, Mr. and Mrs. L. F. McJee.

## Motor Car Deliveries.

The Selby Motor Company has delivered to J. B. Colpoys a Paige 6-55 touring car, and to N. P. Jenner a Paige 6-46 touring car.

A Detroit electric has been delivered to S. E. Bartlett.

The Combs Motor Company has delivered to Mrs. Ida Worth a Chalmers 6-40 seven-passenger touring car, and to R. J. Phillips a seven-ton hydraulic light Sterling truck.

## ROAD Bulletin

The Star is in receipt of the following bulletin from the Automobile Club of Maryland regarding the progress being made in oiling the roads of Maryland:

State road truck No. 1 is working out at Hurluck toward Cambridge, having completed that section between Federalburg and Hurluck. It will continue westward through Dorchester county. State road truck No. 2 has completed its work in Kent county, treating the Betterton-Still Pond road, and has moved to Mardella Springs to take up the work in Worcester county. These two trucks will continue southward through the southernmost counties of the eastern shore until all surface treatment in that section is completed.

State road truck No. 3 is on the Annapolis boulevard in the vicinity of Elvaton. It will continue treating the boulevard to Annapolis.

State road truck No. 4 is now working on the Philadelphia road, treating the section between Parkville and Recordville.

State road truck No. 5 has started work at Sykesville, and is working toward Westminster. While in this vicinity it will also treat the roads in the grounds of the hospital for the insane.

State road truck No. 6 is still working in the vicinity of Hancock in the Baltimore pike. It should move eastward within the next few days.

State road truck No. 7 is treating that section of road from Pikesville to near the intersection of the road with the Baltimore pike. This work will be completed within the next few days, when the truck will move to Grantsville.

State road trucks No. 8 and 9 are hauling out of Oakland and treating the road from a point about eighteen miles north of Pikesville toward that city. These trucks while in this locality will also treat the roads from Oakland south for four miles to Gortner.

## AUTO RACER IN LINE TO WIN \$27,000 PRIZE

Dario Resta Now Leads in Points Over Competitors in Contest on New Cincinnati Speedway.

Should Dario Resta, the diminutive auto racing star, win the first international sweepstakes race, with which the new Cincinnati speedway at Sharonville will be opened tomorrow, the victory probably will net him \$27,000, with an additional prospect of \$1,500, if he follows the driving plans he usually assumes in his big races. This fortune will come to Resta from two sources. The certain reward of \$12,000 comes from the Cincinnati speedway management, that amount being set aside out of the thirty-thousand-dollar purse for the winner of the race. The additional \$15,000 represents the prize money offered by various manufacturers of automobiles for the driver winning the most points during 1916. Resta has 2,400 points to his credit—nearly 700 more than his nearest competitor—and winning the Cincinnati event will add from \$80 to 1,000 more points to his score, according to the number of starters in the race. A further reward of \$1,500 is possible through three prizes of \$500 each, offered by the speedway management for the drivers leading at 100, 200 and 250 miles, respectively. There also are several valuable trophies which Resta may annex, including the Bosei thousand-dollar trophy, representing the 1916 championship, and several prizes offered by Cincinnati business men for special performances.

The following list shows how the contestants for the 1916 championship stand, and indicates that while Resta is in the lead at present, there are other drivers who will have a chance to land the title and the big prize that goes with it: Dario Resta, 2,400 points; Ralph De Palma, 1,610; E. W. Richter, 1,570; Thomas Milton, 680; Ralph Mulford, 555; J. Christensen, 540; W. D. Anderson, 484; E. J. O'Donnell, 482; Dave Lewis, 330; J. Devis, 320; John Aitken, 320; Ira Vail, 320; E. O'Donnell, 300; F. J. Devis, 280; E. J. O'Donnell, 280; Mel Stringer, 250; George Adams, 250; Earl Cooper, 250; H. Wilcox, 250; Billy Chandler, 250; Bert Watson, 250; Borenson, 250; Charles Johnson, 250; Jack Gable, 250; F. McCarthy, 250; Ora Halbe, 250; W. J. Muller, 250.

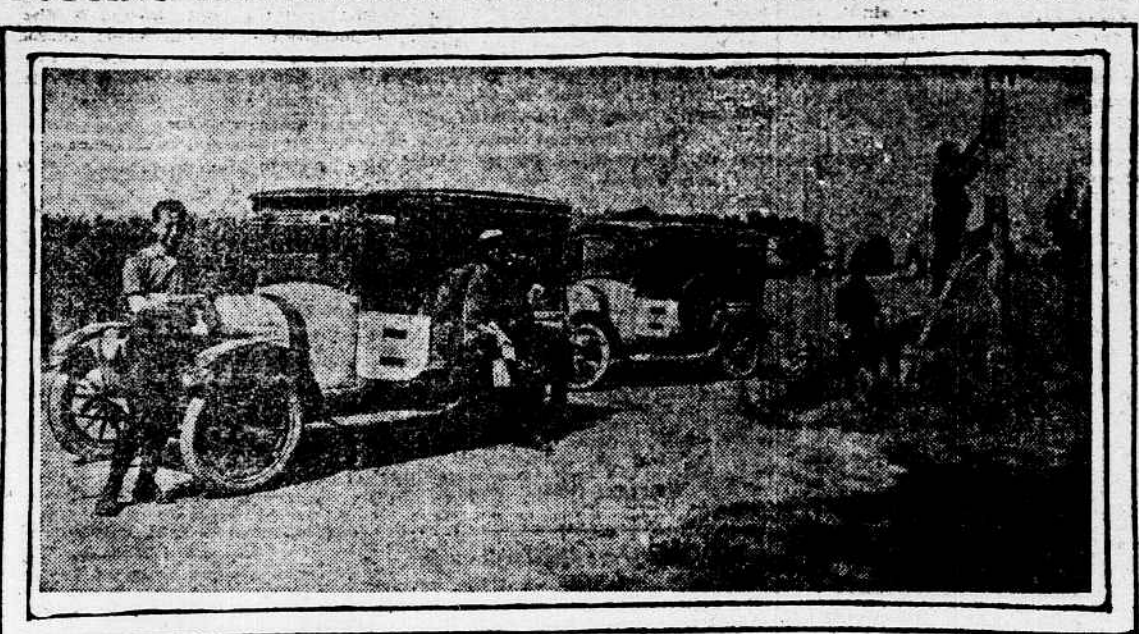
## Sales of Oldsmobiles.

The following Oldsmobile deliveries were made during the past week: A. W. Chaffee, eight-cylinder touring car; O. J. Rider, four-cylinder touring car; Maj. William King, eight-cylinder touring car; A. H. Rogers, four-cylinder touring car; C. E. Hagner, four-cylinder touring car; Milton H. Allen, eight-cylinder touring car; Bernard Harding, eight-cylinder touring car; L. O. King, eight-cylinder touring car; E. C. Barstow, eight-cylinder touring car; L. G. White, eight-cylinder touring car; C. P. Wintermon, Jr., eight-cylinder touring car; Dr. Carl Keyser, four-cylinder touring car; Edward Woodward, eight-cylinder touring car; C. E. Shenk, eight-cylinder touring car; L. F. Haw, four-cylinder touring car; F. W. Maddux, eight-cylinder touring car; J. C. Croft, eight-cylinder touring car; W. V. Boye, eight-cylinder touring car; George B. Russell, eight-cylinder touring car; T. F. McLaughlin, eight-cylinder touring car; J. W. Murphy, four-cylinder touring car; Dr. W. S. Bowen, four-cylinder touring car; C. E. Gallher, eight-cylinder touring car.

## Combs Motor Car Co. Deliveries.

The Combs Motor Car Company has delivered a five-passenger Chalmers touring car to J. C. Robertson, and a seven-passenger National to Charles J. Cassidy.

## POSTING THE LINCOLN HIGHWAY ACROSS THE CONTINENT.



TWO OVERLAND CARS WITH SQUAD PAINTING THE FAMILIAR RED, WHITE AND BLUE INSIGNIA ON TELEGRAPH POLES BETWEEN NEW YORK AND SAN FRANCISCO. THESE CARS WILL COVER MORE THAN 6,000 MILES BEFORE THE WORK IS COMPLETED.

## STRATEGIC HIGHWAYS AS DEFENSE MEASURE

Broader Roads With Main Pikes to Interior Centers Proposed for United States.

There is a new kind of national defense which in the strategy of the future bids fair to take an important place. It consists of a system of border highways over which men and munitions can be rapidly moved in motor trucks and passenger cars, and is a lesson from the war in Europe, where the motor vehicle first won its military spurs, so to say. Connected with the border highways, according to the plans, are main roads reaching important interior centers.

Such a system of strategic highways, north, east, south and west, is now advocated for the United States.

## Idea of Henry B. Joy.

The idea, in a well worked form, was first presented a short time ago by Henry B. Joy, president of the Lincoln Highway Association. The first border highway that should be built, in the opinion of the advocates of such a system, is one along the Mexican line. On this subject Alfred Reeves, general manager of the National Automobile Chamber of Commerce, said last week:

"It seems almost a necessity that there should be a military road in Texas paralleling the border running from Brownsville in the southeast to El Paso in the northwest. This should be of great importance in a military way, because it would permit the movement of troops with great rapidity, and without the same military investment as would be needed if a railroad were built. A double-track railroad for that border, or even a single track, would mean an almost prohibitive cost, while its use as a railroad in normal times would be little or nothing."

## Organization and Maintenance.

"Then the matter of the organizing and expense of running the road, the cost of equipment, such as rails, ties, cars of all kinds and locomotives, would run into tremendous figures and might not even then be of as great military importance as a well built border highway that would contribute to the prosperity of Texas, insure an easy movement of commodities along the border in times of peace, and in case of war make certain that troops on foot or in trucks and motor cars could be moved by the thousands with the least loss of time."

"The need for military roads on all borders of the United States is keenly appreciated, and at this time the need for such a road on the Texas border is self-evident."

"Underlying all other considerations is the one of national preparedness. The great drives that have been made in Europe by all of the armies were possible only because the highways were in perfect condition. This country would be in sad straits if merchandise and supplies for a field army had to be hauled over our dirt roads in the spring or fall when mud is hub deep."

## WILL CARRY MESSAGE ACROSS THE CONTINENT

Yellowstone Trail Association to Have Dispatch Transported From Plymouth Rock to Seattle.

By an arrangement between the War Department of the United States and the Yellowstone Trail Association, an official message of the War Department will shortly be carried across the United States from Plymouth Rock to Seattle, Wash., to the commanding officer of Fort Lawton. This message will be one for the purpose of testing the practicability and serviceability not only of the roads for long-distance transportation purposes in short time, but the organization that can be brought to bear in case of necessity. The War Department will write the official message, seal it and place it in the hands of the Yellowstone Trail Association, through their representatives at Plymouth, Mass. It will be carried by them over the Yellowstone trail to Seattle, by a system of relays, in as short a time as possible.

In the run the War Department requires the Yellowstone Trail Association to give it data on the number of relays used, the sections covered by each, the running time on each section, whether by day or night, the details concerning the automobiles used and the experience with each of them, having reference, more particularly, to the qualities of endurance and serviceability. All of these things must be reported to the commanding officer at Fort Lawton, Wash.

The carrying of the message will be under general charge of H. O. Couley, general agent of the Yellowstone Trail Association, which maintains its headquarters at Aberdeen, S. D. For this run the whole country has been divided into fourteen general relays.

## ADD TO THEIR PRESENT LINE.

Emerson & Orme to Handle Two Types of Electric Power Cars.

Emerson & Orme, local automobile dealers, will handle Buick and Woods dual electric power cars in addition to their present line following their removal into their new headquarters on M street.

Arrangements for the handling of these two cars were completed last week, and this firm will cover retail sales for the Buick machine in the District of Columbia.

The Buick Company has added to its stock a small light four-cylinder car selling for \$395. It was considered that this car would bring more business to the local branch of that company and a retail dealer was selected.

The Woods dual power electric will sell for \$2,650, C.O.B. Chicago. This car has a number of innovations and the cost of maintenance has been considerably reduced.

## Garage to Be Enlarged.

The Stetert & Fleming electric garage, which recently secured the rights in this territory for the Detroit electric, is to build another story to the plant on Champlain street near Kalorama road, in order to care for increasing garage service and to give other needed space to an automobile showroom. Construction will begin Tuesday. At the present time more than 150 electric cars are stored in the plant. Three of the 1917 Detroit arrived early this week and are new on the floor.

## USING EXCAVATED MATERIAL.

Road Embankments Can Be Built With Earth From Cuts.

Old narrow roads, winding around hillsides, are not adapted for much travel, and as a community served by such roads grows it becomes necessary to widen them. Local road officials are sometimes reluctant to undertake such work, because they fail to realize that the material excavated in one place, to remove sharp grades or to widen the roadway so that vehicles can pass each other safely, can generally be used not far away in building an embankment which will improve the location there.

Probably no phase of road improvement shows more clearly the value of engineering advice than this balancing of cuts and fills. In Warren county, Miss., for instance, many miles of old road, twelve to twenty feet wide, have been made twenty-four feet wide on embankments and thirty feet wide in cuts, and grades as steep as one foot

rise in five feet length have been reduced to six feet rise in 100 feet length, by balancing the cuts and fills so carefully that the expense of hauling excavated material to the embankments has been only a trifle over \$600 per mile. Such relocation is a permanent improvement, in every sense of the term.

## Allen Car Added to Line.

Announcement is made that the Allen car, formerly sold and distributed through the Motor and Tire Sales Company, is now being represented in Washington, Virginia, the greater part of Maryland and eastern West Virginia by the Henderson-Rose Auto Company, 1012 14th street northwest.

## Go on Ten-Day Auto Trip.

Mr. and Mrs. William B. Dawson, accompanied by their son Frank and A. A. Smith of the government printing office, have left for a ten days' automobile trip through the Cumberland valley and Blue Ridge mountains.

**Does Your Radiator Leak?**

It's a trouble easily adjusted. Bring it to our shop. A department specially equipped for such work will take care of you.

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**\$595** Maxwell motor cars have demountable rims and the same size tires on both front and rear wheels.

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**REMEMBER** these important features, because they are not to be found on some of the lighter cars. Maxwell cars have 3 1/2 in. tires all around. This is a generous size. The tires are not overtaxed. They last longer and make riding easier.

Tires of one size mean that you have to carry only one size casing and one size tube.

Demountable rims, of course, are recognized as the best. They are on all good cars. Don't buy any car without demountable rims. If you do, you'll regret it.

These two features—along with the other complete and up-to-date equipment; the economy and proved endurance of the Maxwell, make it the greatest automobile value in the world today.

5-passenger Touring Car, \$595	3-passenger Cabriolet, \$845
2-passenger Roadster, \$580	6-passenger Town Car, \$915
5-passenger Sedan, \$985	

**H. B. LEARY, Jr.**  
1321-23 14th St. N.W. Tel. North 4434

# Stearns Eight Cylinder

Silent-Knight Motor

*A steady flow of silent, infallible power. Speed that is INSTANTLY responsive. Luxury in appointments and fittings. That is the new Stearns Eight.*

It glides with equal ease through crowded streets and roughest country roads. Approaching at a walk—on high—without vibration or apparent effort it attains its maximum speed. A few brief seconds—it is disappearing in the distance.

The need for change of gears is negligible. The power of a wonder-motor is proof against the steepest hills. Here is truly the ideal car.

Stearns-Knight Eight, \$2,150 Stearns-Knight Four, \$1,450  
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